

FIGHT TO-CARRY THE CANAL BILL.

Test Vote on the Great Nicaraguan Waterway Will Be Taken in the House.

Friends of the Greater National Policy Feel Confident of a Winning Out.

It All Turns Upon the Adoption or Rejection of an Amendment to the Harbor Bill.

Washington, Feb. 14.—The House will to-morrow whether the Nicaragua canal bill shall be incorporated as an amendment in the Sundry Civil Appropriation bill, thus becoming a law at this session, or whether it shall be eliminated as a point of order, to remain unacted upon for practically another legislative session.

To-day, when the House, in Committee at the White, reached that section of the bill providing for the improvement of rivers and harbors, Mr. Hepburn, chairman of the Committee on Interstate and Foreign Commerce, submitted the Canal bill as an amendment and vigorously urged the House to adopt the amendment, as otherwise the bill could not be passed this session.

Chairman Cannon, of the Appropriations Committee, in charge of the Sundry Civil bill, promptly objected to the Nicaragua Canal bill as an amendment on these grounds:

1. The amendment was not germane, because it provided for new legislation.
2. The amendment was objectionable to Rule 21, of the House, which provided that no money should be appropriated in the Sundry Civil bill for any act not then existing.

The amendment sought to appropriate money for the construction of the Nicaragua Canal, an object not authorized by existing law, in violation of the rules of the House adopted in 1896.

"There is no new legislation here," replied Mr. Hepburn. "This work is now in the hands of the construction, technically, surveys of the route having been authorized by the Government in previous legislation, the surveys being an important part of the whole work."

"The Nicaragua Canal has had two years' discussion before the House. If it is a question they have fully decided upon it is this. Yet, when petitions signed by three hundred members of this House were presented to the Speaker, asking a day for consideration, they were ignored. I am not saying that before any measure can be proposed here, the author must first be recognized by the Speaker."

Mr. Hepburn's attack by indirection upon the Speaker was vigorously applauded, before a decision was made by the chairman of the Committee of the Whole, Mr. Hopkins, of Illinois, as to whether the Canal bill is germane as an amendment to the Sundry Civil bill, an adjournment was taken until to-morrow.

If the chairman rules that Mr. Cannon is right, and the bill is not germane, an appeal will be taken from the decision of the chair.

It will require a two-thirds vote to overrule the chair, and this is a feat which the canal measure believe they can get.

THE GERMANIC IS STILL IN THE MUD.

Steam Pumps Working Night and Day to Raise the Sunken Liner—Delayed Till Friday.

The White Star liner Germanic, which sank until she rested on the bottom of her slip, on the south side of the West Tenth street pier, last Monday night, was still in the mud yesterday, though every steam pump on the vessel was used in efforts to lift her out of water.

The mishap to the Germanic was due primarily to the ice, which still coated her hull and upper works forward yesterday. Two large loads of coal were placed in the port bunkers Monday afternoon, and the weight of the coal caused the top-heavy ship to heel over Monday night till her open bunker ports dipped below the surface. Before the accident was discovered the water was pouring below in a torrent, and the liner sank the five feet between her keel and the bottom. This still left much of the hull and all of the superstructure above water.

Divers closed those side ports yesterday morning, and then the donkey engines were started and the steam pumps put to work. At the water had flooded the fire and engine rooms and all the cargo compartments the forward one, and it was not expected to float the vessel before midnight. Her cargo holds will then have to be pumped out before she can be taken to her berth. Manager Lee said yesterday that as the vessel would sail on Friday if possible, she was scheduled to sail to-day.

A wrecking tug was alongside the Germanic yesterday, and the tug's pumps were so drawing water from the ship. The pump to the ship will not be able to pump out the water, and a thorough overhauling of the machinery will be needed.

INT HIGH COMMISSION MAY END IN FAILURE.

Washington, Feb. 14.—To-morrow's meeting of the Joint High Commission may determine whether there is to be an agreement of disengagement between the Commissioners representing the United States and those representing Canada and Great Britain.

It is known that for some time there has been danger of a deadlock and final rupture over three important questions before the Commission—namely, the reciprocal clause and the boundary delineations between Canada and the United States—and it is generally understood that the Commission will be unable to agree, though Senators Fairbank and Payne, of the United States, and Mr. Dingley, of the United States, are members of the Commission, and it is said to adhere to the position taken by his predecessor.

STUDIES OF ROLAND B. MOLINEUX, AS HE APPEARED IN COURT YESTERDAY.



I Complained to Mr. Cornish. Barnett Sent Her Flowers. I Have Admired Her a Long Time. Mr. Cornish Knows My Wife.

PLYMOUTH ADRIFT IN THE EAST RIVER.

Big Fall River Liner Smashes Her Paddle Wheel on the Ice.

125 PASSENGERS ON BOARD.

It Took from 6 Until 11 P. M. to Dock Her at the Pier in East Ninth Street.

The steamer Plymouth, of the Fall River Line, with about 125 passengers aboard and a heavy load of freight, broke her starboard paddle wheel while going through the ice floes in the East River last night, and was left helpless in mid-stream.

The Plymouth started away from her pier at the foot of Warren street about 6:45 p. m., and proceeded slowly through the ice down the Hudson river and around the Battery into the East River. Her paddle wheels had been pounding great cakes of ice, some of which were carried up in the buckets and hurled with great force against the paddle boxes. Those of the passengers who occupied rooms near the paddle wheels feared to go to bed, and much alarm was felt among the passengers, owing to the awful racket the ice was making in the paddle boxes.

When the steamboat was about opposite Fifth street, there came a terrible crash. The entire boat trembled. The starboard wheel suddenly stopped. A noise of falling timber rattled down inside the paddle box. The port wheel made one more revolution and then it, too, stopped. This was followed by a ringing of bells and, like bees from a hive, the crew came hustling from all quarters. The passengers by this time were greatly excited and they crowded upon the decks to learn of the trouble. The captain assured them that there was no danger, and by his calmness managed to preserve order, but not before a few of the women folks became hysterical.

The whole river was aroused by the tooting of the Plymouth's whistles, announcing distress. There was too much ice in the water for the small boats to put out. The Plymouth began to drift with the tide and the ice floes. She was well out in the stream and there was not much danger of her running ashore.

Word was sent to the Fall River Line, and two large tugs were immediately ordered out to tow her into dock. By the time they reached her the steamboat had drifted to a point opposite Twenty-sixth street. She was taken down the river and docked at the Morgan Iron Works pier at the foot of East Ninth street. Those of her passengers who wished to remain on board were provided for for the night, and though transportation by rail was offered to all. Most of the passengers left the liner on Monday morning. Those who remained in the city and near by went to their homes. Others stopped at hotels. The Plymouth was taken for the night by the company, which also sent telegrams to the homes of the belated passengers.

The Plymouth is the latest of the most lucky of Sound steamers. In March, 1898, she had a collision with a railroad barge in the North River and stove in her starboard paddle box. Her passengers, who were bound up the Sound, were transferred to another boat and carried to their destination. On Christmas Day, 1897, she was drifting helplessly in the Sound with 200 passengers aboard. It was a stormy night and relief did not come to her until the morning hours. Her passengers were dropped off in New London and taken to their destinations by rail at the expense of the company.

It was 11 o'clock last night before the Plymouth was docked. Her paddle wheel is badly damaged and she will have to lay up for repairs.

NEW HEAD CHOSEN FOR THE D. L. & W.

W. H. Truesdale, of the Rock Island, Will Succeed Samuel Sloane at a Salary of \$25,000.

Chicago, Feb. 14.—W. H. Truesdale, vice-president and general manager of the Rock Island road, has been appointed to the presidency of the Delaware, Lackawanna & Western Railroad, and will take hold of the office March 1. He will succeed Samuel Sloane. His name was proposed by the nominating committee of the directors, which consists of George F. Baker, William Rockefeller and H. McK. Twombly. The president, Samuel Sloane, retires from age and a desire for rest, after many years of service.



The Sunken White Star Liner Germanic. She still rests on the bottom at her pier, flooded through her open coal bunker ports in all compartments but one. The mishap was largely due to the ship's heavy coating of ice, which, with the weight of coal taken aboard, caused her to heel, bringing her bunker ports under the surface. Her officers expect to raise her in time to sail on Friday.

WRECKED SEAMEN SAVED BY SOGG. STATE OF TEXAS SINKS IN STORM. FREE BLOCKADES SIXTH AVENUE.

Freezing in Small Boats They Were Cheered by a Merry Comrade.

Savannah, Ga., Feb. 14.—The steamship William Lawrence, of the Merchants' and Miners' Transportation Company's line, between Baltimore and Savannah, which, as told in the Journal yesterday, went ashore on Hilton Head Island, S. C., near the Port Royal bar, is a total wreck. When the ship began to break up Captain Willis gave the order to take to the boats. The sea was running very high, a gale was blowing, and it was bitter cold. The captain was the last man to leave the ship, and it is said that he chose the poorest of the boats.

Boat No. 1, in charge of Second Assistant Engineer Morrisett, with seven men, made Paris Island, where the Government naval station is situated.

Boat No. 2, in charge of Second Officer R. A. Beale, contained, besides Beale, Chief Engineer Roach, Steward Frank Dingle, First Cook Harry Kelly, Quartermaster Oscar Bowler and Seamen Jack Montgomery and Charles L. Green. These underwent a most terrible experience. They were benumbed, wet, hungry and exhausted. By a lucky accident they located the sea buoy off the Port Royal bar and managed to make fast to it, where they spent the night and where they were found Monday morning by Pilot Boat No. 2, of Port Royal, and taken aboard.

Boats No. 3, under First Mate L. E. Hooper, and No. 4, under Captain Willis, are still missing with fourteen men. Hooper's boat is First Engineer L. E. Harper, and in the Captain's boat is Quartermaster Andrew Burgess. The names of the others cannot be ascertained. Agent Carolina, at this place, under orders from President Jenkins, of the Merchants' and Miners' Company at Baltimore, this morning sent the tugs Cynthia and McCaulley to the scene of the wreck. The Cynthia returned late to-night and reported that the Lawrence is broken in two and that nothing could be seen or heard of the two missing boats.

The passenger steamer Clifton this morning, en route to Savannah from Beaufort, was halted by Pilot Boat No. 2, having on board the rescued crew of Beale's boat. They were transferred to the Clifton and brought to this city. The men were in a pitiable condition. Three of them may lose one or both feet.

STATE OF TEXAS SINKS IN STORM.

All Her Passengers Rescued by a Tug and Taken to Norfolk.

Norfolk, Va., Feb. 14.—The Merchants' and Miners' Transportation Company's steamship State of Texas, from Baltimore to Savannah, went down a stormy night in eighteen feet of water, off the mouth of the Rappahannock River in Chesapeake Bay. All her passengers were taken off by a tug and brought to this city, whence they were forwarded to their destination by the company, leaving over the Southern Railway to-night.

The ship was laden with steel rails. A large quantity of guano and oats, and of this only probably the latter will be damaged. The suffering of passengers and crew was terrible.

NEW ORLEANS HAS A DISMAL CARNIVAL.

Parades of Rex and Comus Held in a Driving Rain Storm and a Raw East Wind.

New Orleans, La., Feb. 14.—New Orleans was anything but a carnival appearance to-day. The thaw was in full swing during the afternoon "Rex" parade, and at night rain was falling during the splendid night pageant of Comus. The King of Carnival this year is Walter Denegre, a prominent lawyer, who was a candidate for the United States Senate against McEnery and was defeated by a single vote. This year's Queen is Miss Perrine L. Kilpatrick.

Notwithstanding the rain the streets were crowded with spectators both afternoon and night, but the free-lance maskers were scarce indeed.

For several days there has been a brisk demand for substitutes to take the place of members of the organization who were afraid to risk grip and pneumonia for the sake of a frolic.

FREE BLOCKADES SIXTH AVENUE.

Downtown "L" Trains and All the Surface Cars Held at a Standstill.

A lively fire in Sixth avenue, above Thirty-sixth street, last night blockaded the downtown track of the elevated railroad for an hour and a half, stopped traffic on the Sixth avenue surface line and created some excitement among a large crowd of sight-seers.

The blaze started in the basement of the four-story building Nos. 625 and 627 Sixth avenue, occupied by Henry McShane & Co., manufacturers of gas and plumbing fixtures. Policeman Cox sent in an alarm.

The flames spread so rapidly that a second alarm was turned in. When Chief Bonner arrived the flames had reached the third story of No. 627, and he sounded a third alarm.

It was a hard fire to fight, but the department, with the aid of two water towers, had it under control in an hour.

The firemen worked on the roof of the building at the northeast corner of Broadway and Thirty-sixth street. While they were there a chimney fell and some of the bricks injured Assistant Foreman Patrick Brennan, of No. 4 track. An ambulance call sent to the New York Hospital at 8:45 was not answered until 9:55. By that time Brennan had been attended to by Examiner Grainger, of the Fire Department, and the ambulance was dismissed with some brusqueness.

Captain W. Deggan, of Engine No. 21, one of whose toes was broken at a fire the day before, fainted from pain and was taken into a drug store by Fire Commissioner Scannell. He recovered, and both he and Deggan returned to work, Deggan directing operations from his post on the roof.

The cause of the fire could not be ascertained. Chief Bonner estimated the loss at \$40,000.

ABOLISH DEATH PENALTY.

Bill Fixing Punishment for Murder at Life Imprisonment.

WOMEN'S GREAT FIGHT TO-DAY.

National Council Divided as to Disposition of the Roberts Issue.

FACTIONS IN HOT RIVALRY.

One Wants Open Discussion; the Other Secrecy, in Deference to the Mormon Delegates.

Washington, Feb. 14.—To-morrow, the great fight will be on in the National Council of Women. The two rival factions in the Council, the most important body of women in the country, will present their respective Roberts resolutions before the Resolutions Committee before the morning and afternoon sessions.

As already stated in the Journal the disposition at the present time is to have the matter entirely disposed of in committee, because of a sentimental idea that to have the matter brought up for open discussion in open Council might wound the Mormons who are in attendance upon the Council. That is believed to be a weak argument for so strong a body of women as those now gathered together in this triennial Council. Many women think it would be better to hurt a few and accomplish a great good than do a national wrong. This view of the matter presented to the Council by the Journal's woman representative to-day will be stated by several of the leading women, have due consideration.

Ready to Defend Roberts. Miss Cannon, daughter of the late George Q. Cannon, and sister of the present Senator from Utah, will be the member of the Utah delegation upon whom will devolve to-morrow morning the important duty of presenting the Roberts resolutions before the Resolutions Committee. Miss Cannon would have nothing whatever to say but advance the stated fact, in addition to which, there would be a number of resolutions by her colleagues.

The one presented in executive session in the Council to-day, to be introduced. In this connection Mrs. Snow will make a statement. The committee be appointed to work for the proper education of girls in colleges and universities throughout the States.

Another will be by Mrs. Gates, who wishes the Council to declare itself in favor of studies to qualify boys and girls for the responsibilities and duties of parenthood, looking to the intelligent raising of children. These studies are desired to be adopted in the regular school curriculum.

Mrs. Martha Horne Tingey, of Utah, read this afternoon a paper upon "The Possibilities of Women." Previous to the reading of Mrs. Tingey's paper the Journal upon the all-important Roberts question, and thus briefly and significantly defined her position in the matter.

Still for Polygamy. "Ecclesiastically, the tenets of Mr. Roberts had nothing whatever to do with his nomination or election. He was put up as a good Democrat, an able politician and strong silver man. We have not changed our ideas in this respect."

Mrs. Susan Young Gates, of Utah, daughter of the late Brigham Young, spoke to the Journal this afternoon in reference to the position in which she stands on the Roberts question. In response to the Journal's query as to why, if the delegation of Utah women to the present council are not in any sense upholders of polygamy, they selected for their representative a candidate known exponent of that doctrine and practice of Mormonism, Mrs. Gates said: "Mr. Roberts was elected by the voting camps because he is a Democrat and a strong silver man. Was it because he was a polygamist, you ask, that the women of Utah remained away from the polls and that vote for him? No. There you touch upon our religious tenets, which are as dear to us as those of the Gentiles to them."

The Twins' Story Denied. "And that story as to the second wife having twins less than a year old! That, again, I denounce as false. We know nothing of such additions to his family. If he is a lawbreaker the people of Utah are not aware of it."

YACHT HALCYON SEIZED.

The steam yacht Halcyon, lying at the basin of the Atlantic Yacht Club, Brooklyn, and owned by J. N. C. Stockton, of Jacksonville, Fla., was seized by a United States marshal on a libel for \$441 for wharfage; and material alleged to be due Charles W. Bouton. The Halcyon is one of the largest of the Atlantic Yacht Club fleet.

MOLINEUX'S PATH MADE EASY BY OSBORNE.

Clubman's Soft Answers Turned Away Wrath During Two Sessions of the Inquest.

Apologies Punctuated the Prosecutor's Questions to the Suspect, While Cornish Sat Scowling.

Witness Admits That He Persistently Sought Cornish's Dismissal from the Club.

Roland Burnham Molineux occupied the witness chair practically during the entire session yesterday, before Coroner Hart and the jury upon which devolves the possible solution of the murder mystery.

The police have had Molineux on the list of suspects for a long time, but he acted yesterday as if he were attending a little matinee or conducting an "amateur circus" at the Knickerbocker Athletic Club, without the slightest indication that he had ever been thought of save as the purest of the pure and had never been considered by anyone as having any knowledge of the facts which led to the poisoning of Barnett and Mrs. Adams.

Molineux reached the stuffy court room with Bartow S. Weeks, his legal adviser, and General Molineux, his father, long before the Coroner was ready to go on with the examination.

The court room was quickly filled to overflowing by clubmen, lawyers, reporters and a few favorites of the policeman who had charge of the door. An air of expectancy was manifested everywhere, as the natural sequence of the promise of startling disclosures made by District Attorney Gardiner.

Cornish Looked Careworn.

Harry Cornish came into the room from the Coroner's private entrance. He looked careworn and nervous, as if there was a great load of some kind weighing upon his mind. He took a seat where he could command a view of Molineux and the look he gave him was full of bitterness and hate.

There is no love lost between Cornish and Molineux. The suggestion by Cornish to the police that Molineux knows more than he is willing to tell about the attempt to poison him, is answered later in the day by a faint hint that perhaps Cornish might be able to explain the poisoning. It was the general opinion before the proceedings began that Molineux was to be placed upon the witness stand, and there legal assaults of Assistant District Attorney Osborne, who has the reputation of being able to lead a witness into a snare, would be nothing but a tattered semblance to the light-hearted gymnast when the ordeal was over. But the unexpected happened. It was Molineux's happiest day.

Molineux's Path Made Easy.

Molineux's path was made very easy. The wind was tempered to the short lamb. The rocks were taken from his path so that he could not by any chance stumble and fall. If there was anything that could be done to keep the smile of contentment and innocence upon the face of Molineux it was carefully sought for and presented by Mr. Osborne. Mr. Weeks could not have done better for his client than Mr. Osborne did, and General Molineux was apparently happy. It was a happy day for Molineux, and Mr. Osborne wielded the brush with the skill of a past master. Oh, how sorry Mr. Osborne was. An apology went to the Coroner. Every question of importance he asked Molineux, and every one was surprised that the fearless cross-examiner who had browbeaten Cornish into contradiction and confusion had become as gentle as a lamb. He said many times that he did not know Molineux, and that he did not know Molineux's life, which might have tended, at least, to disclose some information of importance. He was not such a leading man that the answers were made simple and easy, and Molineux had no difficulty in avoiding the dangerous pitfalls which were practically barred.

Coroner Hart and several members of the jury tried to get under the mantle of sorrow and apology and find a few facts by some pointed and searching questions, but Mr. Osborne had his mind fixed upon something, and no one else had much of a show.

And what of Cornish? He looks as fierce as a savage, as he heard the mellow voice of Mr. Osborne pleading with the witness not to have his feelings hurt or feel aggrieved at anything which in the line of his duty he felt compelled to ask. Cornish remembered how savagely he had attacked and knocked about by Mr. Osborne's mental thunderbolts, and could not understand why the prosecutor pursued such a mellow course. It was evident to Cornish that the effort to hurt Molineux was not a serious one.

Weeks Sat with Osborne.

During the examination Molineux's eyes rarely were taken from the face of the alert and astute Mr. Weeks, and the witness seemed to rest from the cross of the counsel what to say when the subtle Mr. Osborne did not indicate what the answer ought to be in the leading questions put to him.

Cornish did not hesitate to express his feelings to those near him over the methods employed to find out the truth from a wit-